

DT2064 4/2005

1. Native American Tribe(s) have been notified of the project. Those tribes expressing an interest will be considered a consulting party.

*Date Notified (M/DD/YY)	Expressed Interest (Y/N)	Native American Tribe
		Bad River Band of Lake Superior Chippewa Indians of Wisconsin
		Forest County Potawatomi Community of Wisconsin
		Ho-Chunk Nation
		Iowa Tribe of Oklahoma
		Lac Courte Oreilles Band of Lake Superior Chippewa Indians
01/24/06	Yes	Lac du Flambeau Band of Lake Superior Chippewa
		Menominee Indian Tribe of Wisconsin
		Minnesota Mdewakanton Sioux, Prairie Island Indian Community
		Stockbridge Munsee Board of Mohican Indians
		Oneida Nation
		Red Cliff Band of Lake Superior Chippewa Indians
01/27/06	No	Sac & Fox of the Mississippi in Iowa
		Sac & Fox Nation of Missouri
		Sac & Fox Nation of Oklahoma
		St. Croix Band of Lake Superior Chippewa Indians
Prairie Band Potawatomi - Add to sheet		Sokaogon (Mole Lake) Band of Chippewa Indians

	Tribe	Issue	Date
Consultation:			

[illegible]

4. Traditional Cultural Properties (TCP) in project area? ☐ Yes ☒ No
Type of TCP _____
Discuss consultation and explain the treatment/mitigation.

5. Sacred Sites in project area? ☐ Yes ☒ No

Discuss consultation and decisions reached. Attach documentation.

6. Cemeteries in project area? ☐ Yes ☒ No

Name of cemetery(ies) _____, _____, _____

- ☐ Documentation Attached

☐ Deed

☐ Cemetery Association

☐ Plat Map

☐ Other

- ☐ Consultation with Wisconsin Historical Society (Burials Sites Office & SHPO)

Dates _____

☐ Burials will not be affected.

☐ Burials will be affected.

☐ Documentation attached.

☐ Project may proceed.

7. Human Remains/Burials Reported or Encountered During Archaeological Studies

☐ Yes ☒ No If yes, ☐ Native American ☐ Euro-American

☐ Area avoided.

☐ Burials will not be affected.

☐ Burials left in place.

☐ Burials will be affected.

☐ Project may proceed.

☐ Consultation and dates

☐ Native Americans _____

☐ SHPO _____

☐ Burial Sites Office _____

☐ Permission to re-inter from Wisconsin Historical Society Director (date) _____

☐ All documentation attached

8. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

☐ Project is not Federally funded

☐ Property is eligible for the National Register of Historic Places, will have no adverse effect.

☐ Other – Explain. _____

☐ Yes - Complete Factor Sheet O - Unique Area Impact Evaluation

☐ Project is eligible, will have adverse effect.

☐ Other, Explain. _____

9. Dates of Consultation

☐ SHPO _____, _____, _____

☐ Native American _____, _____, _____

10. Has a Determination(s) of Eligibility (DOE) been prepared?

☐ No - Draft EIS-- Survey will be conducted on selected alternative and any DOE prepared will be documented in the Final EIS

☐ Yes ☒ No - EA- DOEs must be completed prior to the FONSI. When there are multiple alternatives, Phase 2 will be completed only on the preferred alternative.

☐ Yes – DOE prepared for:
Name of eligible sites: _____, _____, _____

11. Documentation for Consultation

☐ Yes ☒ No

12. MOA prepared? ☐ Yes ☒ No

Signatories to MOA

- ☐ FHWA: Date: _____
- ☐ Native American Tribe Date: _____
- ☐ WisDOT: Date _____
- ☐ ACHP: Date _____
- ☐ Other _____, _____, _____, _____, _____

13. Data Recovery Plan

☐ Yes Date Accepted: _____
☒ No
Prepared by _____

14. Advisory Council on Historic Preservation (ACHP) will participate in project ☐ Yes ☐ No
Date FHWA contacted ACHP _____

15. Public Interpretation Participants

_____, _____, _____, _____, _____

16. Commitments to be included in contract specifications

_____, _____, _____, _____

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 8/2005

RECEIVED

MAR 24 2006

I. PROJECT INFORMATION

Project ID 1051-01-03	Highway/Street STH 29	County Chippewa and Oneida Joint Counties
Project Termini Hwy 29 Cadott - Thorp Freeway Conversion Plan		Region and Office Northwest/Eau Claire
Project Engineer/Project Manager Tom Lynch/Strand Associates, Inc.		Area Code - Telephone Number 608-251-4843
Archaeological Consultant Kathryn C. Egan-Bruhy, Ph.D., RPA		Area Code - Telephone Number (715) 358-5686
Architecture/History Consultant Elizabeth Miller		Area Code - Telephone Number (608) 233-5942
Date of Need March 2006		SHSW 06-0274/CH/CL Pg 1/3

II. PROJECT DESCRIPTION

Type of Project Preservation	<input type="checkbox"/> Reconstruction	<input type="checkbox"/> Resurface Only	<input type="checkbox"/> Recondition	<input checked="" type="checkbox"/> Other: Corridor
	<input type="checkbox"/> Wetland Mitigation	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Corridor Study*	
*Must coordinate with BEES				
Brief Project Description <input type="checkbox"/> Known Cemetery	Project Length miles: 17 kilometers: 27.36	Amt. Of Acres/Hectares to be Acquired acres: hectares:		

This Freeway Designation and Conversion project will address safety, operation, mobility and capacity issues in advance of impending long-term needs. The project determines the locations of future grade separations, public road cul-de-sacs and private access closures. Upon completion of the EA and final determination of these locations, the Department will then map, under ss.84.295(10), the footprints to preserve the necessary future rights-of-way to physically convert WIS 29 to a Freeway. The actual physical conversion of this portion of WIS 29 is not anticipated to take place for another 20 to 30 years.

The existing interchanges of WIS 27 at Cadott, County D in Boyd, County H in Stanley, and WIS 73 in Thorp will be unaffected by this evaluation. Four interchanges, seven at-grade intersections, and two partial cul-de-sacs currently exist on this corridor. Currently two additional interchanges, three additional grade separations, and six partial or full cul-de-sacs are proposed for the future. These new interchanges, grade separations, and cul-de-sacs are as follows:

- ☐ 270th Street – Cul-de-sac both north and south sides.
- ☐ 300th Street – Grade separation.
- ☐ 320th Street – Cul-de-sac south side.
- ☐ 330th Street – Cul-de-sac north and south side
- ☐ County G – Grade separation and possible interchange
- ☐ 345th Street – Cul-de-sac both north and south sides.
- ☐ County NN – Cul-de-sac both north and south sides.
- ☐ Copenhagen Avenue – Grade separation and possible interchange.
- ☐ Koser Avenue – Grade separation.
- ☐ Dickerson Avenue – Cul-de-sac south side.
- ☐ Tieman Avenue – Cul-de-sac both north and south side.

The actual cross section of WIS 29 will remain unchanged with this corridor preservation project. Officially mapping interchange, grade separation, and cul-de-sac locations are the primary elements of this project. The mapping of each interchange location will be initiated by local governments. The mapping of cul-de-sacs and grade separations will be initiated by WisDOT.

☐ Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet)	NA	Varies'	Terrace Width (feet)	NA	NA
Shoulder (parking lanes) (feet)	6' inside, 10' outside	6' inside, 10' outside	Sidewalk Width (off-road shared-use path)	NA	NA
Slope Intercept (feet)	NA	varies	Number of Lanes (driving lanes)	4	4

Edge of Pavement (feet)	24	24	Grade Separated Crossing (transportation corridors)	5	9
Back of Curb Line (feet)	NA	NA	Vision Triangle acres hectares	NA	NA
Easement 0 acres 0 hectares	NA	varies	Temporary Bypass acres hectares	NA	NA

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

The corridor preservation project will not physically disturb the ground. When the improvements are implemented over the next 20 to 30 years, typical construction activities will occur, such as clearing, earthwork, slope grading, bridge construction, and paving will be performed.

06-0274/CH/CL

PG 2/3

III. NOTIFICATION

How has notification of the project been provided to:

- ☒ Property Owners
☒ Public Information Meeting Notice
☒ Letter - Required for Archaeology
☒ Telephone Call
☒ Other: radio program

- ☒ Historical Societies/Organizations
☐ Public Information Meeting Notice
☒ Letter
☐ Telephone Call
☐ Other: e-mail

- ☒ Native American Tribes

Must notify with:

- ☐ Public Info. Mtg. Notice
☒ Letter

announcements, newspaper articles

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

HISTORY: Describe the area of potential effects for buildings/structures.

The APE for architectural/history was defined as the area immediately adjacent to the project and within the viewshed of the overpasses under consideration at Maple Drive, Tenth Avenue, County G, County NN, Tieman Avenue, and Bruch Mound Avenue..

If you wish to claim there is no APE for buildings/structures, you must justify that claim. NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance.

V. SURVEY NEEDED

ARCHAEOLOGY

- ☒ Archaeological survey is needed - See Chapter 26-35-1 of FDM for procedure and number of exhibits
☐ Archaeological survey is not needed - provide justification
☐ SHPO records search conducted (date).
☐ Screening list (date).
☐ No potential to affect archaeological sites
Describe project area and attach project plans

HISTORY

- ☐ Architecture/History survey is needed
☒ Architecture/History survey is not needed
See attached letter report.

VI. SURVEY COMPLETED-Documentation required for submittal to BEES

ARCHAEOLOGY

- ☒ Project maps attached - Most recent design
☒ ASFR attached - NO archaeological sites(s) identified
☐ Report attached - NO potentially eligible site(s) in project area
☐ Report attached - Potentially eligible site(s) avoided
☐ Report attached - Cemetery documentation
☒ Native American response letters & reports
Send four reports + # of copies for NA requests to Region

HISTORY

- ☐ A/HSF attached - NO buildings/structures identified
☐ A/HSF attached - Potentially eligible buildings/structures identified

VII. EVALUATION COMPLETED-Documentation required for submittal to BEES

- ☐ Report attached - No arch site(s) eligible for NRHP
☐ Report and DOE attached - Arch site(s) eligible for NRHP
☐ Report and draft DOE attached - Arch site(s) eligible for NRHP—avoided through project redesign
☐ DOE attached - No buildings/structure(s) eligible for NRHP
☐ DOE attached - No building/structure(s) eligible for NRHP


VIII. COMMITMENTS

IX. PROJECT REVIEW


- ☒ No eligible properties in APE
☐ No effect on historic buildings and/or archaeological sites eligible for NRHP
☐ Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation


(Regional Project Manager)

3/13/06
(Date)


(Consultant Project Manager)

3/8/06
(Date)


(WDOT Historic Preservation Officer)

3/24/06
(Date)


(State Historic Preservation Officer)

4/13/06
(Date)

06-0274/CH/CL

PG 3/3

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

DT2075 2004

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet 21.84 miles	

- 1) Give a brief description of the community or neighborhood affected by the proposed action.

Community/Neighborhood Name Cadott, Boyd, Stanley, and Thorp	
Community/Neighborhood Population 1,345, 680, 3,378, 1,536 respectively	Community is Unincorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Community/Neighborhood Characteristics Large Mennonite population in the Stanley/Thorp area.	

- 2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Most people travel by auto or truck. There are no transit services within any of the four communities. There is a large Mennonite and Amish population in the rural portions of the corridor that travel by horse-drawn vehicles.

- 3) Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

Auto and truck travel that has local origins or destinations outside of the interchange areas may experience some indirection. As some side-road connections to WIS 29 will be removed, these travelers will need to travel to the nearest interchange and reroute their trip.

The indirection may have a greater effect on the Amish and Mennonite populations that live in the corridor since it will require more time to travel in their slow moving vehicles. Grade separation crossings have been located to minimize the amount of indirection experienced by these populations.

- 4) Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

The proposed action is consistent with the current planning efforts of several of the local municipalities. The 300th Street grade separation and the County Highway G grade separation provide needed access across WIS 29 connecting townships. The Copenhaver Avenue grade separated crossing provides connectivity to the east side of Stanley and to the regional hospital. The Koser Avenue grade-separated crossing was located to connect the two townships and provide access across WIS 29 between Stanley and Thorp.

As mentioned, local governments may chose to convert the County Highway G and Copenhaver Avenue grade separated crossings into interchanges. These possible interchanges also are consistent with local land use plans. The County Highway G interchange would provide access to WIS 29 from a County Highway and provide an alternate WIS 29 access to Stanley's western Business Park. The Copenhaver Avenue interchange would provide access from WIS 29 to Stanley's east side business park and regional hospital.

- 5) Address any changes to emergency services or other public services during and after construction of the proposed project.

Representatives from the local emergency services participated in the planning workshops where the grade-separated crossing locations were discussed. Emergency response times to different parts of each township were discussed as well as how response routes might change with the new access arrangements. The proposed freeway conversion plan reflects the outcome of these discussions and considers emergency response in access and crossing locations.

- 6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

The greatest changes to lot frontages will occur at the four grade-separated structures. These changes will increase if local governments choose to convert two of the grade separated structures into interchanges. More moderate changes in lot frontages will occur near the cul-de-sac constructions. The following lists the property alterations:

- a) Relocations: Copenhagen Avenue, 1 with grade separation
1 with locally initiated Interchange
- b) Change in property frontage and driveway location: County Highway G, 1
Copenhaver Avenue, 1
Koser Avenue, 3
3. Change in property frontage only: 320th Street, 1
County Highway G, 1
345th Street, 1
County Highway NN, 1

- 7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

Victory Medical Hospital on the east side of Stanley has direct right-in/right-out access to WIS 29 through the County Highway NN connection. With the preferred alternative, County Highway NN's access to WIS 29 will be removed. Access to and from the west will remain through the County Highway H interchange. If Stanley initiates an interchange at Copenhaver Avenue, then access from and to the east will occur through the Copenhaver Avenue interchange and along an internal development road that connects Copenhaver Avenue with County Highway H. If the Copenhaver Avenue interchange is not constructed, access from and to the east will also occur through the County Highway H interchange, introducing about a mile of indirection for each trip.

There is an Amish community on the west side of the corridor and a Mennonite community on the east side of the corridor. These communities are more affected by indirection because with their slower moving vehicles, the trip duration can increase substantially. There is a Mennonite Church one-half mile south of WIS 29 on Copenhaver Avenue. Minimizing route distance to the church was one consideration in locating the Copenhaver Avenue grade separation. On the west end of the project, minimizing indirection for the Amish was also a consideration. Amish representatives indicated a desire to have 290th Street grade-separated. Because of the railroad crossing at this location, installing a grade-separated crossing of WIS 29 would be difficult on 290th Street. Therefore the freeway conversion has located the grade separation one mile east of 290th Street on 300th Street. This will cause more indirection for Amish community members, yet it was the best location when considering other site constraints.

- 8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.
- b) Is elderly population affected?

- ☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

c) Are minority populations affected?

- ☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

d) Are low-income populations affected?

- ☐ No
☒ Yes - See form DT2093, Environmental Justice Impact Evaluation.

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

The study process hosted several community workshops with representatives from the cities, village, and towns. These workshops identified priorities, helped develop alternatives, and then helped evaluate alternatives. Issues that were discussed at these workshops include:

- Access to the hospital.
- Access to Stanley's business park.
- Maintaining access to important rural businesses throughout the project area (such as dairies, steel fabricators, etc.).
- Minimizing truck travel on town roads.
- Maintaining connection to WIS 29 for well used routes.
- Minimizing indirection, particularly for the Amish and Mennonite communities.

10) Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

- a) ☐ None
b) ☐ No occupied residential building will be acquired as a result of this project.
c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

Two homes will need relocation on Copenhaver Avenue. One relocation in the southwest quadrant is associated with WisDOT's construction of a grade separation. The other relocation in the southeast quadrant and would be associated with a locally initiated interchange constructed at Copenhaver Avenue. The Alden and Patricia Dahl property in the southwest quadrant of the interchange is primarily a rural residence. Michael Wellner's property in the southeast quadrant of the interchange is an operating farm with various outbuildings.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated

1 from WisDOT grade separation, 1 from locally initiated interchange

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a) Number by Ownership

Number of Households Living in Owner Occupied Building 2 (assumed)	Number of Households Living in Rented Quarters
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b) Number of households to be relocated that have

1 Bedroom	2 Bedroom	3 Bedroom 2 (assumed)	4 or More Bedrooms
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c) Number of relocated households by type and price range of dwelling

Number of Single Family Dwellings	Price Range
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2	\$110,000 to \$139,999
Number of Multi-Family Dwellings	Price Range
Number of Apartments	Price Range

12) Describe the relocation potential in the community.

a) Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
		63 (Size specific search not performed)	

b) Number of Available and Comparable Dwellings by Location

27 within Same Community	within
within	within

c) Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
4	<\$50,000
9	\$50,000-100,000
8	\$100,000-150,000
6	>\$150,000
Multi-Family Dwellings	
Apartments	

13) Identify all the sources of information used to obtain the data in item 12.

- ☐ WisDOT Real Estate
 ☒ Multiple Listing Service (MLS)
 ☐ Newspaper Listing(s)
 ☒ Other – Identify Realtor Web Sites

14) Indicate the number of households to be relocated that have the following special characteristics.

Number of Minority Households	Number of Elderly Households
Number of Households with Disabled Residents	Number of Low-Income Households
Number of Households Made up of a Large Family (5 or more individuals)	Number of Households with no Special Characteristics
Number of Households for Which it is not Known Whether They Have Special Characteristics	
2	

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

When the freeway conversion is implemented, right-of-way acquisition will be in accordance to WisDOT's relocation manual and FHWA regulation 49 CFR Part 24. The owners will be paid fair market value for their properties and will be eligible for relocation payments to cover moving costs, financing costs and differential, as well as cost differences to find comparable housing.

16) Identify any difficulties or unusual conditions for relocating households displaced by the proposed action.

None.

17) Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above.

☒ No

☐ Yes - Describe services that will be required.

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

None.

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

DT2074 2005

Wisconsin Department of Transportation

Alternative

WIS 29 Freeway Designation and Conversion,
Incremental Implementation

Preferred

☒ Yes

☐ No

Length of Center Line and Termini This Sheet is Evaluating
21.84 miles

- 1) Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected.

The areas that will experience construction sound impacts are located next to the 11 cul-de-sacs that will be constructed and the four grade-separated structures. (Note: two of these grade-separated structures could be converted to interchanges on local initiative.) The rest of the corridor will not experience construction sound impacts.

Most of the construction sound impacts associated by the construction of cul-de-sacs will be temporal in nature and should only last a few days. The construction sound impacts associated with the grade-separated structures will last longer.

There are two proposed grade-separated crossings that could be converted to interchanges on local initiative. One is located at County Highway G between Boyd and Stanley and the other is located at Copenhaver Avenue east of Stanley. At the County Highway G interchange, High Ridge Rental and the residences of Robert and Maribeth Rajek and Dean and Cindy Lauer are sensitive receptors. Assuming each is a family of four, eight people at the County Highway G interchange could be affected. At the Copenhaver Avenue interchange, the residence of Alden and Patricia Dahl, Darlene Gergely, and some house south east of the interchange are sensitive receptors. With the same assumption of each household being a family of four, there could be approximately 16 people affected.

The other two grade-separated crossings are located at 300th Street between Cadott and Boyd and Koser Avenue between Stanley and Thorp. At the 300th Street crossing, there are no sensitive receptors near by. At the Koser Avenue grade-separated crossing, Donald and Kari Sorenson live in the NE quadrant, Phillip and Frances Straskowski live in the SE quadrant, and Valeia Kodl lives in the SW quadrant. Again, assuming each property has four residents living in the building, about 12 people could potentially be affected by construction noise.

- 2) Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels.

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Figure 1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

NOTE TO AUTHOR – If a copy of the “Construction Equipment Sound Level” figure is not available from the District Environmental Coordinator, a copy may be obtained from the Central Office Noise Engineer.

- 3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. *At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10 p.m. and 6 a.m. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

DT2095 2005

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Project This Sheet is Evaluating 21.84	

- 1) Describe the economic development or existing business areas affected by the proposed action.
Most of the businesses that are affected are rural business such as dairies, industrial fabricators, steel fabricators, along with a few commercial properties, such as a tavern.

The proposed action may increase the economic potential of side roads that maintain their connection to WIS 29 as a result of the local communities constructing interchanges. Specifically, the County Highway G and Copenhaver Avenue interchange areas, if constructed, may attract highway-oriented commercial land uses.
- 2) Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.
The existing modes of transportation are mostly cars and trucks. However there is a large population of Amish and Mennonite people who rely on horse-drawn vehicles for their mode of transportation.
- 3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) ☒ No - Disabled population is not affected.
☐ Yes - Disabled population is affected. See DT2093, Environmental Justice Impact Evaluation.
 - b) ☒ No - Elderly population is not affected.
☐ Yes - Elderly population is affected. See DT2093, Environmental Justice Impact Evaluation.
 - c) ☒ No - Minority population is not affected.
☐ Yes - Minority population is affected. See DT2093, Environmental Justice Impact Evaluation.
 - d) ☐ No - Low-income population is not affected.
☒ Yes - Low income population is affected. See DT2093, Environmental Justice Impact Evaluation.
- 4) Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability.
☐ The proposed project will have no effect on a transportation-dependent business or industry.
☒ The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.
There are several rural businesses that use sideroads along this 20 mile corridor to access WIS 29. These businesses include dairies, concrete plants, industrial fabricators, as well as a prison. Many of these businesses will need to change their truck routing as their deliveries travel from and to WIS 29. For the most part, there will be very little indirection from these route changes and slightly more travel on the local road system before

vehicles are given an opportunity to access WIS 29. The businesses most affected by the access changes are those closest to the WIS 29 facility.

Existing businesses that will be affected by access changes are as follows:

- Kluck Steel currently accesses WIS 29 through 33th Street. This access will be closed and their deliveries will need to use either the County Highway G interchange or the County Highway D interchange in Boyd.
- An ethanol plant west of Stanley occasionally uses 345th Street for their deliveries. This roadway is weight restricted and its access to WIS 29 will be discontinued. These deliveries will probably use the County Highway H interchange instead, or if constructed, the County Highway G interchange.
- Stanley Correctional Institution lies south of WIS 29 and west of Stanley. Currently westerly oriented employees use the 345th Street connection. This connection will be closed and employees will need to use the County Highway H interchange to access WIS 29.
- Melvin Ready Mix lies on County Highway H and their access to WIS 29 will remain unchanged.
- Goodman Diesel lies south of WIS 29 on County Highway NN. Currently they have right-in/right-out access onto WIS 29. County Highway NN's connection with WIS 29 will be removed. Patrons and suppliers of Goodman Diesel will need to use the County Highway H interchange and Hixwood Road to access this business.
- There is a concrete block plant on Dickerson that connects to WIS 29. Dickerson's access to WIS 29 will be removed. Trucks to and from this plant will need to use Hixwood Road to get to the WIS 73 interchange with WIS 29. Some improvements to Hixwood Road may be necessary.
- There is a restaurant and a redimix plant south of WIS 29 on Koser Avenue. Koser Avenue will be grade separated. Patrons and deliveries to these businesses originating from WIS 29 will need to exit at either the WIS 73 interchange in Thorp or the County Highway H interchange in Stanley and use County Highway X to access Koser Avenue

5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

a) Total number created 45 ☐ None

Number created by type including number of jobs.

Retail businesses created
Service businesses created
Wholesale businesses created
Manufacturing businesses created

Retail jobs created
Service jobs created
Wholesale jobs created
Manufacturing jobs created

b) Total number displaced. ☒ None

Number displaced by type and number of jobs.

Retail businesses displaced
Service businesses displaced
Wholesale businesses displaced
Manufacturing businesses displaced

Retail jobs displaced
Service jobs displaced
Wholesale jobs displaced
Manufacturing jobs displaced

6) Identify any special characteristics of the created or displaced businesses or their employees.

a) Number of created businesses by special characteristics ☒ None

Number of created businesses that will employ elderly
serve elderly
Number of created businesses that will employ disabled
serve disabled
Number of created businesses that will employ low income people
serve low income people
Number of created businesses that will employ a minority population
serve a minority

b) Number of displaced businesses by special characteristics ☒ None

Number of displaced businesses that will employ elderly
serve elderly
Number of displaced businesses that will employ disabled

serve disabled
 Number of displaced businesses that will employ low income people
 serve low income people
 Number of displaced businesses that will employ a minority population
 serve a minority

7) Is Special Relocation Assistance Needed?

☒ No

☒ Yes – Describe special relocation needs. One home in the southwest quadrant of the Copenhagen Avenue grade separation. Also if this grade separation is converted to an interchange by the local communities, relocation assistance may be needed for one farm operation in the southeast quadrant of the Copenhagen Avenue interchange.

8) Describe the business relocation potential in the community.

a) Total number of available business buildings in the community. NA

b) Number of available and comparable business buildings by location

Number of available and comparable business buildings within

Number of available and comparable business buildings within

Number of available and comparable business buildings within

c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi-business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

9) Identify all the sources of information used to obtain the data in item 8.

☒ WisDOT Real Estate

☐ Multiple Listing Service (MLS)

☐ Newspaper listing(s)

☐ Other - Identify:

10) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

11) Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

If relocation assistance is needed for the farm operation in the southeast quadrant of the Copenhagen interchange, relocation will probably occur within the owners property by moving or reconstructing farm buildings.

12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

None

13) Generally describe both the beneficial and adverse effects accruing to:

- a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial. The proposed action should generally encourage economic development associated with the incorporated communities by improving transportation mobility and safety. The proposed action may have an adverse affect on outlying businesses in rural areas outside these communities, as rural access to WIS 29 will be reduced.
- b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations. Generally, the proposal should improve the employment potential for businesses inside the incorporated

ENVIRONMENTAL JUSTICE IMPACT EVALUATION

DT2093 3/2005

Wisconsin Department of Transportation

Alternative

WIS 29 Freeway Designation and Conversion, Incremental Implementation

Preferred

☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

21.84 miles Cadott to Thorp

Instructions: For definitions of Environmental justice protected populations, visit:

www.fhwa.dot.gov/legregs/directives/orders/6640_23.htm , www.aoa.gov/prof/poverty_guidelines/poverty_guidelines.asp

1. Determine the presence and estimate the size of the minority population and/or low-income population affected by the proposed action.

- ☐ No minority populations or low-income populations are present in the project's area of influence. (Process is complete.)
- ☒ Yes, a minority population or low-income population is located in the project's area of influence. (Proceed with the evaluation.)

2. Identify and give a brief description of the minority populations or low-income populations affected by the proposed action. Include the relative size of the populations and their pertinent demographic characteristics. (Check all that apply.)

- ☐ Black (having origins in any of the black racial groups of Africa)
☐ Low income ☐ Elderly ☐ Disabled
- ☐ Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)
☐ Low income ☐ Elderly ☐ Disabled
- ☐ Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
☐ Low income ☐ Elderly ☐ Disabled
- ☐ American Indian and Alaska Native (having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition)
☐ Low income ☐ Elderly ☐ Disabled
- ☐ White and any combination of the above.
☐ Low income ☐ Elderly ☐ Disabled
- ☒ Non-minority low-income population
☐ Elderly ☐ Disabled

This corridor contains a population of Amish in the western portion of the corridor and a population of Mennonite on the eastern portion of the corridor. About 45 families attend the Mennonite church on the east end of the corridor and will be affected by the improvements. It is not known how many Amish reside in the west portion of the corridor, yet it is likely that there are a similar number of Amish.

3. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to the minority population or low-income population.

- ☐ No issues of concern or controversy identified.
- ☒ Issues of concern or controversy identified below. Describe issues and how they were resolved.

The Amish and Mennonites in the area use horse-drawn carriages. Any indirection caused by the closing and cul-de-sacing of a roadway is magnified with this population because of their slower speed vehicles. The addition of 4 miles to a trip may add six minutes to an auto traveler, but could add 30 minutes The addition and buggy. There is a church on Copenhaver that 45 of the families attend and that the majority of those families living north of WIS 29 use Copenhaver to cross WIS 29 to travel to the church.

4. Based on data and scientific analyses (e.g., modeling, regression analysis, etc.), identify and describe effect(s) to the minority population or low-income population.

Absence of the Copenhaver grade separated crossing would add miles of indirection for Mennonite travelers. If the grade separated crossing was placed at County Highway NN or Koser, there would be four to eight miles of indirection per round trip for a Mennonite traveler. This would amount to 30 to 60 minutes of extra travel per round trip.

Indicate which other environmental factors are involved or inter-related.

- | | | |
|---|--|---|
| <input type="checkbox"/> General Economics | <input type="checkbox"/> Community & Residential | <input type="checkbox"/> Economic Development & Business |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Wetlands | <input type="checkbox"/> Streams & Floodplains |
| <input type="checkbox"/> Lakes & Other Open Water | <input type="checkbox"/> Upland | <input type="checkbox"/> Erosion Control |
| <input type="checkbox"/> Storm Water Management | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Construction Stage Sound Quality |
| <input type="checkbox"/> Traffic Noise | <input type="checkbox"/> Section 4(f) & 6(f) | <input type="checkbox"/> Historic Resources |
| <input type="checkbox"/> Archeological Resources | <input type="checkbox"/> Hazardous Substances & USTs | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Coastal Zone | <input type="checkbox"/> Noise | <input type="checkbox"/> Other |

(NOTE: 3 and 4 above may overlap)

5. Indicate whether effects to a minority population or a low-income population are beneficial or adverse.

- ☐ Only beneficial effects will occur. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. (Process is complete.)
- ☒ Identified adverse effects are proportionate to those experienced by the general population. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (Process is complete.)

The effects to the Amish and Mennonite populations have both negative and positive aspects. The beneficial aspects include having a safer crossing of WIS 29 with the grade separated crossings. Yet some side road accesses to WIS 29 will be closed. This will add travel indirection for some trips that the Amish and Mennonite make. The indirection will create more added time for the Amish and Mennonite travelers because they are in slower moving vehicles.

- ☐ Identified effects are disproportionately high and adverse. A disproportionately high and adverse effect means an adverse effect that: 1) is predominately borne by a minority population and/or a low-income population; or 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Describe disproportionately high and adverse effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

As mentioned previously, a substantial amount of effort and coordination was made to place the grade separated crossing in locations that reduced the amount of indirection experienced by Amish and Mennonite travelers.

6. Indicate whether the individuals in the affected population(s) are protected under Title VI of the 1964 Civil Rights Act. (Title IV prohibits discrimination on the basis of race, color, or country of origin. See item 2 above for definitions of Title VI minorities.)
- ☒ No – Title VI protections do not apply, but other requirements under the Age Discrimination Act or Americans With Disabilities Act do apply. Describe effects and how they will be avoided, minimized or mitigated.
- ☐ Yes - Title VI protections apply. Describe any special services, considerations, or mitigation that will be used to avoid, minimize, or mitigate effects to Title VI individuals.
7. Will the Alternative/Project be carried out even with disproportionately high and adverse effects on a minority population or low-income population?
- ☐ No, the Alternative/Project will not be carried out because of disproportionately high and adverse effects on a minority population or low-income population.
- ☐ There is no substantial need for the Alternative/Project.
- ☐ Another alternative with less severe effects on the minority population or low-income population can meet the needs of this and is practical.
- ☐ Yes, the Alternative/Project will be carried out with the mitigation of disproportionately high and adverse effects.
- ☐ Yes, a substantial need for the Alternative/Project exists based on the overall public interest. Alternatives that would have less adverse effects on minority populations or low-income populations have either:
- ☐ Adverse social, economic, environmental, or human health impacts that are more severe; or
- ☐ Would involve increased costs of an extraordinary magnitude.
8. Identify and discuss mitigation and enhancement efforts to address disproportionately high and adverse effects to Title VI protected minority people if different from those shown in item 5 above.

EROSION CONTROL

DT2080 2005

Wisconsin Department of Transportation

Alternative

WIS 29 Freeway Designation and Conversion, Incremental Implementation

Preferred

☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating
21.84

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

Description of Improvement

The following is a brief description of existing and proposed slopes related to the proposed side road improvements.

Area	Proposed Improvement	Existing	Proposed
270th	Cul de Sac	Ditchlines generally lead to 2% to 5% North.	Little to no change.
300th	Grade Separation	300th St. ditchlines = 5% STH 29 ditches about = < 1%	Grade separation structure elevation estimated at 23' higher than existing.w/ ditchlines of 5% and slopes 3:1.
320th	Cul de Sac	Ditchlines generally flat.	Little to no change.
330th	Cul de Sac	Ditchlines generally flat.	Little to no change.
CTH G	Grade Separation/Interchange	Ditchlines = 3% Roadway X-S slopes generally 3:1.	Grade separation structure 23' below existing w/ ditchlines <= 5% and sideslopes of 3:1.
345th	Cul de Sac	Ditch line generally 2%.	Little to no change.
CTH NN	Cul de Sac	Ditch line generally 1-4%	Little to no change.
Copenhaver	Grade Separation/Interchange	Some steep ditchlines on Copenhaver at the north side.	Grade separation structure elevation estimated at 23' higher than existing.w/ ditchlines of 4% and slopes 3:1.
Koser	Grade Separation	Moderately steep slopes at 5% exist.	Proposed longitudinal profile 2% max. Ditch/profile < 2%.
Dickerson	Cul de Sac	Ditchlines generally greater or less than 2%.	Little to no change.
Tieman	Cul de Sac	Ditchlines generally 2%.	Little to no change.

Soils vary between silt loams - silty clay loams. Highly erosive soils are not noted nor have they been observed from past construction.

2. Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.

☐ No - There are no sensitive resources affected by the proposal.

☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.

☒ River/stream
☒ Other – Describe

☒ Wetland

☐ Lake

☒ Endangered species habitat

Wetlands are sensitive resources assoc. w/ build options for 270th St. and Tieman Cul de Sacs and the proposed CTH G grade separation (that could be converted to an interchange on local initiative). The 300th Street grade separation structure also involves a culvert replacement on a navigatable waterway. Section 404/Section 401 permit requirements (aka Ch. 30 permitting) and contractors ECIP should address erosion control needs at this site. Blandings turtle is reported as present in the WIS 29 corridor, but not directly related to the tributary to Turner's Creek at 300th Street. No special arrangements are predicated upon design at this time (See DNR coord. letter). A large wetland basin/floodplain and drainageways exist north of County Highway G/WIS 29. Double rows of silt fence & some channel or energy dissipation structures may be needed here.

3. Are there circumstances requiring additional or special consideration?

☐ No additional or special circumstances are present.

☒ Yes - Additional or special circumstances exist. Indicate all that are present.

☒ Areas of groundwater discharge

☒ Areas of groundwater recharge (fractured bedrock, wetlands, streams)

☒ Long or steep cut or fill slopes

☐ Overland flow/runoff

☐ Other – Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

Fill and drainage alternations at CTH G should be careful not to influence the retention of water in ditches and wetlands north of CTH G. Drained or farmed wetlands in this area may get increased run-off and/or flood. Long slopes of grade separate and interchange structures will require proper slope grades and inlet and outlet protection.

4. Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Temporary and perm. erosion control methods would include minimizing the amount of land exposed at one time (staged construction), erosion bales, temporary seeding, silt fence, erosion mats, riprap (channel stabilization), separating const. from live water, seeding and mulching, sediment traps, dust abatement, ditch or slope sodding, grass-lined conveyance (parallel to flow), distancing outfalls from waterway edge, vegetated filter strips (perpendicular to flow), and detention retention basins. Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WisDNR Cooperative Agreement. An Erosion Control Impl. Plan (ECIP) would be prepared for and reviewed by the DNR prior to const. The ECIP will include sediment and erosion control measures to do the following to the maximum extent practicable: (1) prevent the tracking of sediment from the const. site onto roads and other paved surfaces, (2) prevent the discharge of sediment as part of site dewatering, (3) protect surrounding wetlands from receiving sediment through use of primary/secondary containment, and (4) encouragement and enforcement of proper use and storage of project materials, topsoil storage and borrow site soil mgmt, as well as chemicals, cement, and other compounds. Methods typical of rural highway development as contained within the environmental protection sections of the standard specifications shall be adhered to.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below.

WDNR
Army Corp of Engineers

County Land Conservation Department

Native American Tribe

(All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the DOT-DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management plan can be compatible.)

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM Chapter 10 and the Products Acceptability List (PAL).

- | | |
|---|---|
| <input checked="" type="checkbox"/> Minimize the amount of land exposed at one time | <input type="checkbox"/> Detention basin |
| <input checked="" type="checkbox"/> Temporary seeding | <input checked="" type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input checked="" type="checkbox"/> Ditch checks | <input type="checkbox"/> Dust abatement |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat | <input checked="" type="checkbox"/> Rip rap |
| <input type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Buffer strips |
| <input type="checkbox"/> Soil stabilizer | <input type="checkbox"/> Dewatering – Describe method |
| <input type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input checked="" type="checkbox"/> Turbidity barriers | <input checked="" type="checkbox"/> Temporary diversion channel |
| <input checked="" type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | <input checked="" type="checkbox"/> Other - Describe |

Practices typical of the area to be developed (cul de sac vs. Grade Separation vs. New Interchange) will effect separate erosion control needs.

GENERAL ECONOMICS IMPACT EVALUATION

DT2078 2004

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating 21.84 miles Cadott to Thorp	

- 1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The major economic structure within the study corridor is agricultural focusing on dairy. There are 502 dairy farms in Chippewa County, 1014 dairy farms in Clark County. Most of the larger retail and wholesale business are based mostly to the west in Chippewa Falls and Eau Claire. Some residents that live in the corridor travel to these metro areas for work. The Cities of Cadott, Stanley, and Thorp and the Village of Boyd contain a mix of retail necessary to sustain the population in those cities. They also have and actively seek industry; having smaller industrial uses on the periphery of their municipal boundaries.

Some tourism exists in the corridor. Cadott brings in many tourists for the Chippewa Valley Music Festivals, Country Fest, and Rock Fest. Clark County is also known for its park system.

About 63% of the population in Cadott is employed with 7% of the families below the poverty level.
About 66% of the population in Boyd is employed and about 3% of families are below the poverty level.
About 59% of the population of Stanley is employed and about 9% of the families are below the poverty level.
About 59% of the population in Thorp is employed with about 7% of the population below the poverty level.

- 2) Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

Generally the project will have advantages in that it maintains highway safety and mobility. Additionally, the project could provide another interchange (locally initiated) on the eastern boundary of Stanley, which will support its planned business park. The project will have some disadvantages on businesses that are directly located on WIS 29 yet their side road access is being removed. Direct access to their business will need to be from the local road system rather than WIS 29. Some of these businesses include Goodman Diesel on County Highway NN, as well as a ready mix plant and restaurant that lie on Koser Avenue.

- 3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

Generally, where access is maintained, the project will increase the opportunities for commercial development that relies on the highway for access and/or visibility. These pockets of opportunity will exist primarily at the locally initiated interchanges that are possible for County Highway G and Copenhaver Avenue.

The project will decrease the potential for commercially oriented economic development at areas where the access to WIS 29 will be removed. This includes the 11 cul-de-sacs being proposed for side roads along with the two grade separated crossings that will not have interchanges associated with them.

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

Wisconsin Department of Transportation
DT2079 10/2004

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Center Line and Termini This Sheet is Evaluating 21.84 miles	

- 1) Briefly describe the results of the Phase 1 hazardous materials assessment for this alternative. Do not use property identifiers (owner name, address or business name).

The Phase 1 evaluation was completed March 2006. One property could warrant a phase 2.0 investigation because it is the site of a former gas station, the Boyd Oil Company site near the WIS 29 and 320th Street intersection. Because of the direction of the plume, the minimal nature of the cul-de-sac construction, and the probable limits of construction, WisDOT will not be pursuing a phase 2 investigation at this location. Hazardous materials and general equipment/agricultural property demolition and removal issues may apply to a second site SE of County Highway G. This may apply more so to the R/W review and acquisition issues.

- 2) Which contaminants are known or suspected to be affecting sites on this alternative?

<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes, how many sites 1	Petroleum
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Hazardous Waste
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Closed Landfill Sites
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Open Landfill Sites
<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes, how many sites 1	Farm/Agricultural/Other Dump Sites
	<input checked="" type="checkbox"/> Yes, how many sites 1	Other See Note above. Various tractors and heavy farm equipment storage exists at property SE of the Copenhaver/WIS 29 intersection. A thorough review of the site or another Phase 1 review should be conducted before R/W acquisition is considered.

- 3) How many sites require further investigation? Possibly one, yet because of the limits of construction, WisDOT will not be pursuing a phase 2 investigation (see above).

Were any sites not included in the Phase 1 assessment?

☒ No
☐ Yes, how many

Why were they not reviewed?

N/A.

For the Preferred Alternative

- 4) Describe the results of any additional investigation (include number of sites investigated, level of investigation, and results for each site).

Site visit at 14 sites. NFA for 13 of 14 sites.

- 5) Describe measures taken in selection of this alternative to avoid hazardous materials contamination for this project, for example: changes in location, changes in design, or relocation of utilities.

None. Community access and route needs were the primary factors used to determine which roadways would be grade separated and which roadways would have their access to WIS 29 closed.

- 6) For areas where contamination cannot be avoided by the proposed alternative, describe the remediation measures to be incorporated into the design, (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances).

Since this is a freeway mapping project, determination of remediation measures was not performed. When the physical conversion of WIS 29 to freeway status is performed, these plans will be prepared.

The district will work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT BEES, and FHWA before acquisition of any questionable site, and before advertising the project for letting. Nonpetroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

STORMWATER IMPACT EVALUATION

DT2076 2005

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Length of Centerline and Termini This Sheet is Evaluating 21.84
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Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03). Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

☐ No water special natural resources are affected by the proposal.

☒ Yes – Water special natural resources exist in the project area.

- ☒ River/stream
☒ Other - Describe

☒ Wetland

☐ Lake

☐ Endangered species habitat

Wetlands are the sensitive resources associated with build options for 270th St. and Tieman Cul de Sacs and the proposed County Highway G interchange. The 300th Street Grade Separation Structure also involves a culvert replacement on a navigable waterway, which will require USACE/DNR (Ch. 30) permitting. The contractors Erosion Control Implementation Plan will address erosion control needs at this site. A large wetland basin/floodplain and drainageways exist north of County Highway G and WIS 29. Double rows of silt fence and some additional channel or energy dissipation structures may be needed here.

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS), or water volume.

☐ No additional or special circumstances are present.

☒ Yes - Additional or special circumstances exist. Indicate all that are present.

- ☒ Areas of groundwater discharge
☒ Overland flow/runoff
☐ Cold water stream

- ☒ Areas of groundwater recharge
☒ Long or steep cut or fill slopes
☐ Impaired waterway

- ☐ Stream relocations
☐ High velocity flows
☐ Large quantity flows

☐ Exceptional/outstanding resource waters

☐ Increased backwater

☒ Other – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

3. Describe the overall storm water management strategy to minimize adverse effects and enhance beneficial effects.

Stormwater management will follow WisDOT guidance documents and directions. Caution will be exercised at the County Highway G/WIS 29 and 300th Street/WIS 29 grade separations to minimize qualitative and quantitative drainage issues. Standard WisDOT guidelines for drainage-related erosion control and stormwater management will be integrated to the extent practicable. Additionally, localized stormwater management and interchange/grade separation structure-soil erosion control approaches will be considered. The stormwater strategy may include vegetated swales and energy dissipating structures to minimize erosion near outfalls to wetlands (County Highway G and various sites) or waterways (300th Street). Best management practices (BMPs) will be designed, installed, and maintained to manage runoff to the extent possible.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

A stormwater management plan will be developed to be incorporated into the project's design to reduce or minimize runoff impacts to surrounding waters. Coordination with WisDOT, DNR, and surrounding municipalities will be required. Furthermore, the stormwater management plan will be in accordance with TRANS 401.

5. Identify the storm water management measures to be utilized on the project.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Swale treatment (parallel to flow) Trans 401.106(10) | <input type="checkbox"/> In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems |
| <input type="checkbox"/> Vegetated filter strips (perpendicular to flow) | <input type="checkbox"/> Detention/retention basins - Trans 401.106(6)(3) |
| <input checked="" type="checkbox"/> Distancing outfalls from waterway edge | <input type="checkbox"/> Buffer areas - Trans 401.106(6) - Describe |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Infiltration - Trans 401.106(5) |
| | <input type="checkbox"/> Other |

6. Indicate whether any Drainage District may be affected by the project.

☒ No – There will be no effects to a recognized drainage district.

☐ Yes - Identify the affected drainage district.

Has initial coordination with drainage board been completed?

☐ No

☐ Yes - Discuss results.

Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

☐ No

☒ Yes - Discuss results.

DATCP has been notified of the project and the probable effects. DATCP has sent a coordination letter noting that they will perform an Agricultural Impact Statement closer to the time period when the actual physical conversion of WIS 29 will take place.

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the District Environmental Coordinator for more details on the following areas.)

☒ No - The project is outside of WisDOT's stormwater management area.

☐ Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

☐ WisDOT storm sewer system located within municipalities with populations > 100,000.

- ☐ WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.
- ☐ Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).
- ☐ Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

- ☐ No
- ☒ Yes – Coordination is in process.

9. Are there any property acquisitions for storm water management purposes?

- ☒ No - There are no property acquisitions acquired for stormwater management purposes.
- ☐ Yes - Complete the following.
 - ☐ Safety measures, such as fencing, flooding, are not needed for potential conflicts with existing and expected surrounding land use.
 - ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures.

STREAMS AND FLOODPLAINS IMPACT EVALUATION

DT2097 2004

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation		Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Project This Sheet is Evaluating Portion of tributary to Turner Creek in Section 35 and 36 of T29N, R6W, Chippewa Co, WI		
1) Stream Name Tributary to Turner Creek	2) Stream Location North at 300 th Street/WIS 29 about 200 feet.	
3) Stream Type (Indicate Stream Class, if known) <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Warm water <input type="checkbox"/> Trout-Class <input type="checkbox"/> Wild and Scenic River	4) Size of Upstream Watershed Area <input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)	
5) Stream Characteristics a) Substrate <input type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input checked="" type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe:		
b) Average Water Depth 1-2 feet	c) Vegetation in Stream <input checked="" type="checkbox"/> Absent <input type="checkbox"/> Present - If known describe:	
d) Identify Fish Species Present Forage species: Darters, minnows, sunfish, rock bass, and shiners/suckers.	e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records). N/A.	

6) Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☒ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

DNR coordination ongoing regarding project. The DNR's March 6, 2006 letter indicated that the state threatened Blanding's Turtle is reported as present in the WIS 29 corridor. Specific design area issues are not of substantial concern. Similarly, the Northern Ringneck Snake is only a state-listed special concern species and no design issues have arisen to date.

7) If bridge replacement, are migratory bird nests present?

☒ No

☐ Yes – Identify Bird Species present
Estimated number of nests is:

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☒ Not Applicable

☐ No - Describe mitigative measures.

☐ Yes

9) Describe land adjacent to stream. If wetland, give type.

The Turner creek tributary has a 200- to 400-foot-wide shrub and wooded drainage corridor existing to the east of 300th Street. A broad dense forested corridor of substantial size exists to the west. The corridor is wider than to the east and has level terrain that supports additional marshland vegetation downstream. See aerial vegetation mapping evident on plan view sheets in Appendix A.

10) Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site.

None known.

11) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands.

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. 0.1 to 0.2 at this site Acres (Hectares)

☐ Individual Section 404 Permit required

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP is required.

☐ Non-Reporting GP

☒ Provisional GP

☒ Provisional LOP

☐ Programmatic GP

12) Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

☒ No

☐ Yes - Describe results of Notification.

Identify which Nationwide Section 10/404 Permit is required.

General Permit or Letter of Permission per above and standard USACE/DNR processing.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

☐ Required

☐ Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

NA

USACE is in the process of review, anticipated date of determination is: (Date)

13) Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment. (Note: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

Fill for the grade separation approaches and a new culvert are required at this location. The final design profiles have not been developed, yet slope intercepts have been determined using a preliminary profile. These estimated slope intercepts are shown on the preliminary plan view sheets in Appendix ____.

14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

No anticipated. The structure will be installed in accordance to WISDOT/DOT MOA and liaison procedures and backwater effects will not be allowed.

15) Describe and provide the results of coordination with any floodplain zoning authority.

N/A - Only DNR coordination applies.

16) Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The area is draining agricultural cropland with substantial relief. The existing localized floodplain and corridor will remain functioning as an environmental corridor that connects wooded riparian habitats in an agricultural setting.

18) Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Both during and after construction, water quality may be affected by an increase in erosion and stormwater runoff caused by a small increase in impervious area. However, best management practices will be implemented according to all governing ordinances and policies both during the construction phase and for long term. This should reduce the effect of the pavement surface increases. Because the highway already exists, and only ramps and grade separation crossings are being added, little effect is anticipated on plants, animals, and fish in the area. Some minor increase in runoff may influence vegetation in nearby ditches based on salt tolerance or runoff velocities.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Stormwater management and erosion control techniques described on separate sheets and employed to the level typical of WisDOT projects should provide suitable measures to minimize adverse effects.

20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

- ☒ Yes
- ☐ No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

TRAFFIC NOISE IMPACT EVALUATION

DT2092 2005

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating 21.84 miles Cadott to Thorp	

Need for Noise Analysis

- 1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)

- ☐ No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
☒ Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

Traffic Data

- 2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.

- ☐ No
☒ Yes – Indicate volumes and explain why they were used.

Automobiles see table Veh/hr
Trucks Veh/hr
Or Percentage (T) 11%

The traffic volumes used in the traffic noise model are shown below in **Table N.2-1** and **Table N.2-2**.

The only change in noise sources will occur at the possible locally initiated interchanges. These interchanges are not part of WisDOT's freeway designation and conversion but will be initiated by the local governments. They are being evaluated in this document to understand the effects associated. At these interchange locations, a portion of the WIS 29 traffic will be relocated to the interchange ramps.

The 2006 traffic volumes used for the existing conditions of the traffic noise analysis were interpolated from actual traffic counts in 2003 and projected volumes for 2010. The 2036 design volumes, used for the interchange noise models, were calculated by using a straight line extrapolation from the existing and projected volumes. The hourly volumes were calculated by applying the K% factors to the daily volumes. The K% factor was 10.2 percent for the County Highway G interchange, which is located between Boyd and Stanley, and 10.3% for Copenhaver Avenue interchange, which is located on the east side of Stanley. For the County Highway G interchange, the ratio of 89% automobiles and 11% heavy trucks was used in the model. While for Copenhaver Avenue interchange, the ratio of 85% automobiles and 15% heavy trucks was used in the model.

Figure N.2-1 Traffic Noise Analysis – Project Location

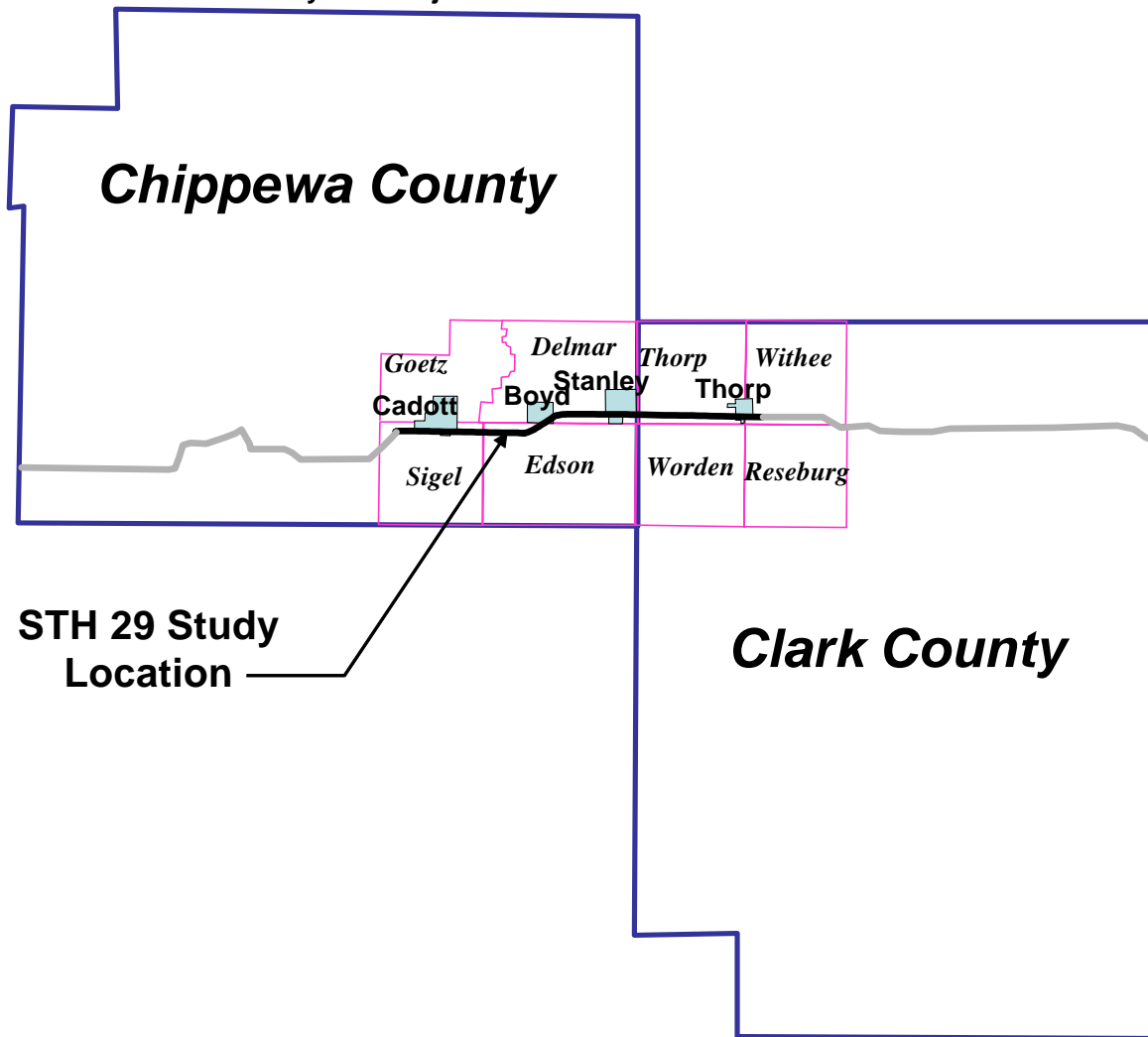


Table N.2-1 Highway 29 Traffic Volumes (Daily and Hourly)

VMT year	Cadott to Boyd		Boyd to Stanley		Stanley to Thorp	
	daily	hourly	daily	hourly	daily	hourly
1999	10100	1030	9900	1000	9300	1000
2000	10200	1040	10100	1000	9800	1000
2001	10300	1051	10400	1100	10200	1100
2002	11300	1153	11100	1100	10400	1100
2003	12200	1244	11700	1200	10600	1100
2006	12700	1295	12300	1300	11000	1100
2010	13400	1367	13000	1300	11600	1200
2020	16200	1652	14700	1500	12900	1300
2030	18800	1918	16500	1700	14300	1500
2036	20600	2100	18000	1800	15300	1600

Table N.2-2 Highway G and Copenhaver Traffic Volumes (Daily and Hourly)

VMT	Highway G		VMT	Copenhaver	
year	daily	hourly	year	daily	hourly
2003	500	50	2003	5100	530
2006	700	70	2006	6600	680
2036	1060	110	2036	10000	1030

- 3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit B.) A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) Traffic Noise Model Version 2.5 (TNM 2.5) to identify existing and future sound levels.

- 4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit B.)

The only sensitive areas that will be affected by the project are at the possible locally initiated interchanges. The rest of the WIS 29 corridor will remain unchanged.

Two locally initiated interchanges could be placed on the WIS 29 Corridor. One located at County Highway G in between Boyd and Stanley, and the other at Copenhaver Avenue, just east of Stanley. At the County Highway G interchange High Ridge Rental and the residence of Robert and Maribeth Rajek and Dean and Cindy Lauer are sensitive receptors. At Copenhaver Avenue interchange the residence of Alden and Patricia Dahl, Darlene Gergely, and another home southeast of the interchange are sensitive receptors. The remaining area surrounding these interchanges consists mainly of agricultural and vacant lands.

- 5) If this proposal is implemented will future sound levels produce a noise impact?

- ☐ No
☒ Yes, the impact will occur because
☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
☐ Existing sound levels will increase by 15 dBA or more.

- 6) Will traffic noise abatement measures be implemented?

- ☐ Not applicable – Traffic noise impacts will not occur.
☒ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**
☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, or, future sound levels approach or exceed the Noise Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

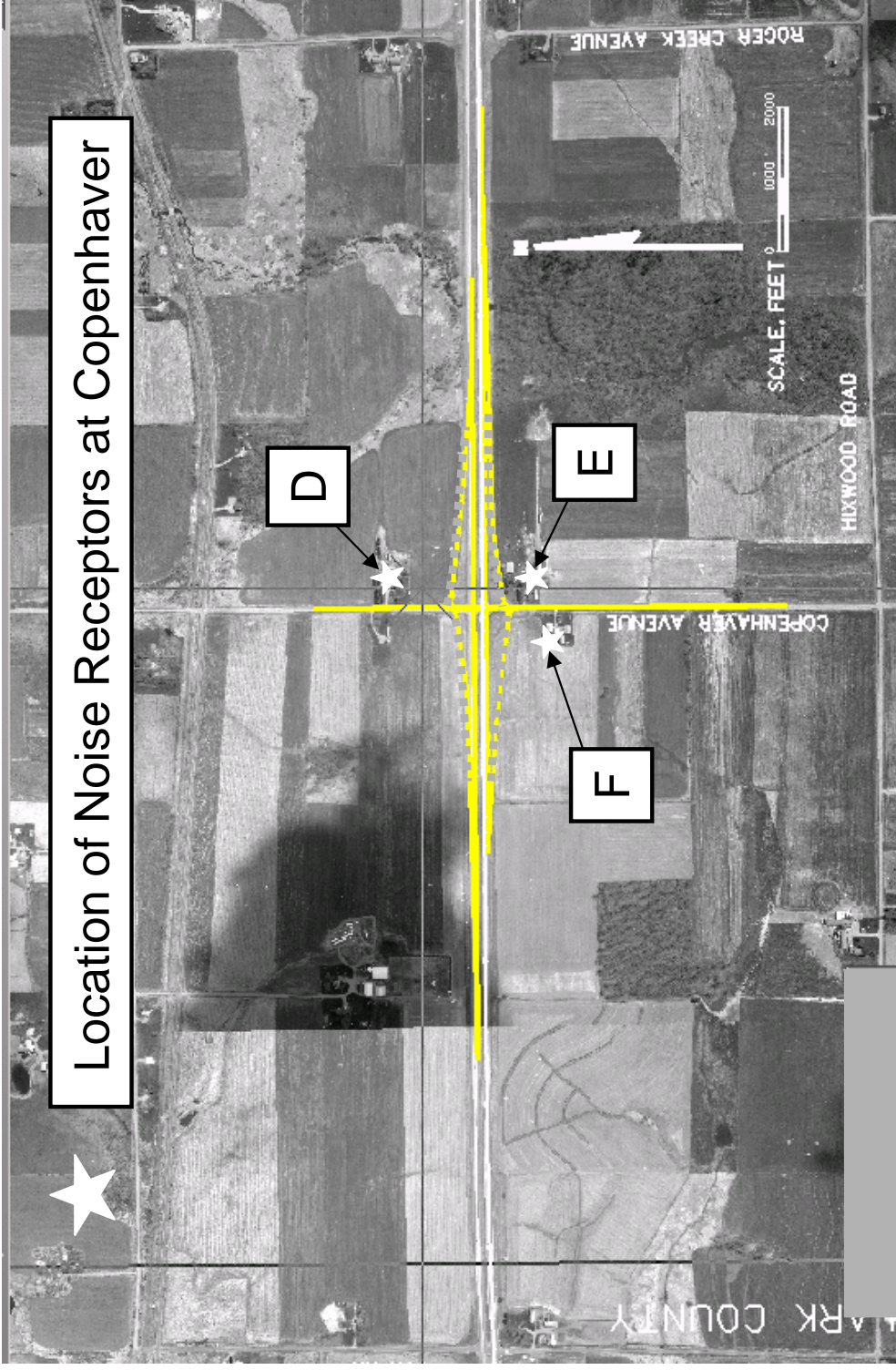


Exhibit B

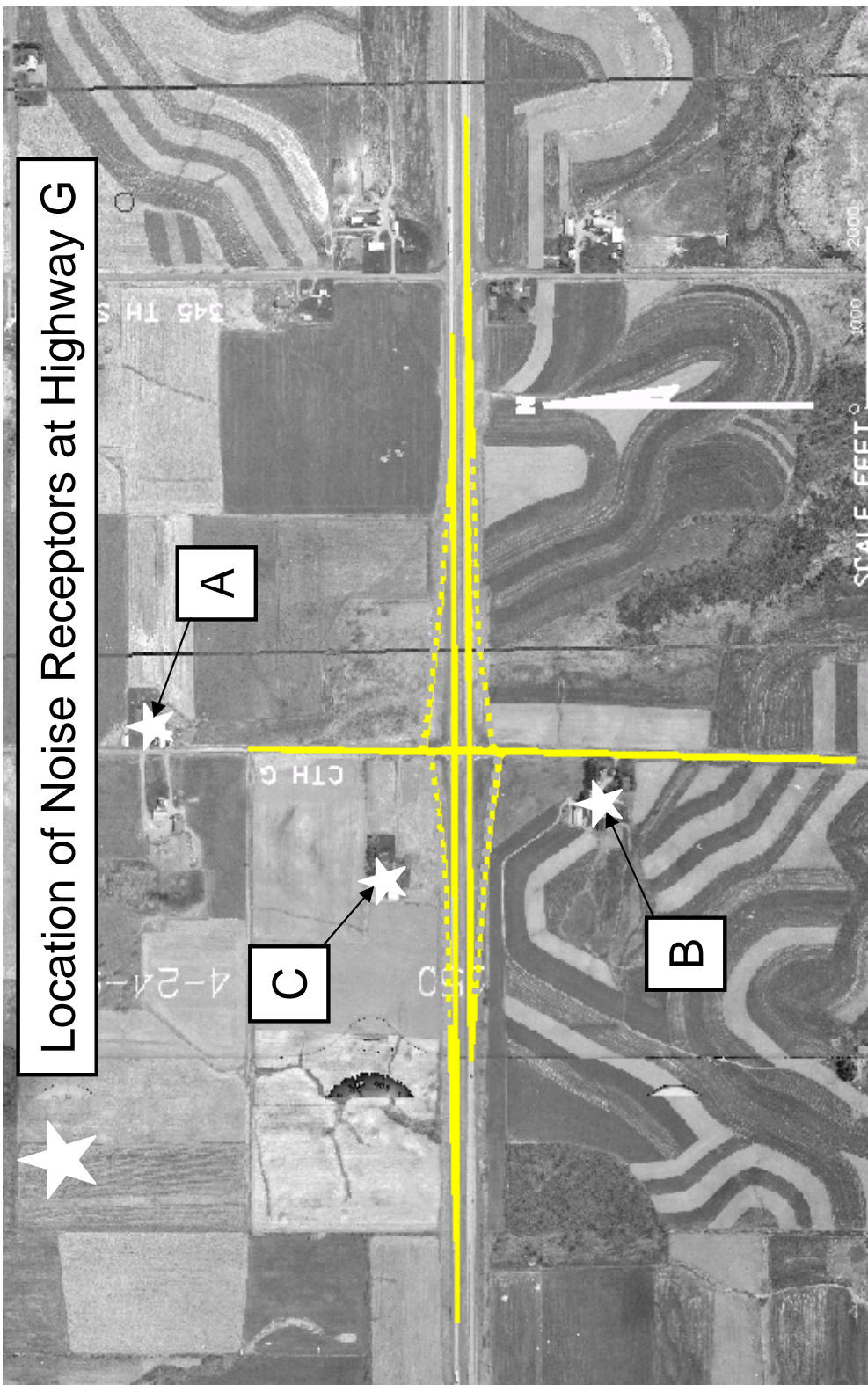


Exhibit B

WETLANDS IMPACT EVALUATION

DT2099 2004

Wisconsin Department of Transportation

Alternative WIS 29 Freeway Designation and Conversion, Incremental Implementation	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Center Line and Termini This Sheet is Evaluating 21.84	

1) Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

The build alternative will impact between 2.5 – 3 acres of wetland areas. Wetland impacts will be avoided and then minimized according to Section 404 (USACE) and Section 401 (DNR Water Quality Certification) regulations and the WisDOT Cooperative Agreement and Memorandum of Understanding with the DNR. Wetland areas unable to be avoided or minimized will require appropriate wetland mitigation.

Typical construction techniques will include removing topsoil and vegetation or impacted wetlands, grading to approximate contours, and installing necessary drainage structures or culverts. Some disturbance and incidental fill may occur beyond the slope intercepts. Fill areas beyond the toe of slope will be included in the wetland impacts, unless the disturbed areas can be regraded with salvaged wetland topsoil and interseeded with temporary and permanent wetland seed mixes. When implemented, the project will employ necessary measures to protect water quality and minimize degradation of nearby areas. These measures could include silt fence use, appropriate topsoil storage, temporary and permanent reseeding, and mulching. Wetland locations are described below.

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

Wetlands are located on the plan view sheets attached to this document in Appendix A. Wetland boundaries have been approximated using off-site data and a windshield/dormant season field review. They represent visual approximations from available mapping. An impact listing is included under No. 10.

3) This wetland is:

- ☒ Isolated from stream, lake or other surface water body.
- ☐ Not contiguous, but within 5-year floodplain.
- ☒ Contiguous (in contact) with a stream, lake, or other water body.

Identify corresponding stream, lake, or other water body by name or town-range location:
Wetlands associated with improvements at 300th Street and WIS 29 would involve an unnamed tributary of Turner Creek. Other wetland impacts are mainly isolated or are served by minor upland drainage ditches through upland and hydric soils.

NOTE: If wetland is contiguous or adjacent to a stream, complete form DT2097, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete form DT2071, Lake or Water Body Impact Evaluation.

4) List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Expected waterfowl and wildlife inhabiting or dependent on the wetlands are typical of the species above the tension zone in Wisconsin. Wetland corridor wildlife would typically include deer, bear, beaver, muskrat, reptiles, amphibians, insects, and other invertebrates. Wood ducks, mallards, blue winged teal and woodcock would be the typical species in the wetlands and surrounding upland habitat. Geese, pheasant, grouse, and other migratory birds would be

associated with the terrestrial/upland areas near the corridor. Woodlands and forest edges would similarly harbor additional species such as raccoons, opossums, fox and others.

5) Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

The following represents excerpts from the March 6, 2006 D DNR coordination letter.

Throughout the project corridor there were three records found in the Natural Heritage Inventory (NHI) database. *Crangonyx graciis* (side swimmer, Crustacean group) listed as a special concern species. The *Diadophis punctatus edwardsii* (northern ringneck snake) is also listed as a special concern species. *Emydiodea blandingii* (Blanding's turtle) is a threatened species. Due to the surrounding landscape of the project areas adverse impacts to the *Crangonyx graciis* (side swimmer) is not anticipated.

None of these species are on federal lists. The DNR indicates there may be suitable habitat for the *Diadophis punctatus edwardsii* (northern ringneck snake) which prefers moist deciduous forests. This habitat may be found near the 270th Street cul-de-sac on the north side of WIS 29. The proposed southern cul-de-sac is surrounded by fields and buildings. There are no concerns associated with this location. Although there is no specific regulations for special concerns species, care should be taken when working in the wooded area.

See the DNR letter regarding the Blanding's turtle habitat needs. Blanding's do not typically use rivers and streams during the active season, except as travel corridors between more suitable habitat. They may use aquatic aspect of streams for foraging along a riparian corridor as they move between sites. Blanding's will use streams and rivers for overwintering. Construction over streams and rivers is typically not of concern. Because this project is not expected to implemented for 10 to 15 years or more, it is difficult to accurately assess the potential environmental impacts upon these species. Final concurrence can address issues identified and discussed during design.

☒ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

Initial coordination has been completed. Design related coordination is required.

6) FHWA Wetland Policy

☐ Not Applicable - Explain

☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding. **NOTE: All must be checked for the Statewide Wetland Finding to apply.**

☒ Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

☒ The project requires the use of 3 hectares (7.4 acres) or less of wetlands.

☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

7) Erosion control or storm water management measures which will be used to protect the wetland are shown on form (either or both)

- ☒ DT2080, Erosion Control Impact Evaluation
- ☒ DT2076, Stormwater Impact Evaluation
- ☐ Neither form - Briefly describe measures to be used

8) Section 404 Permit

- ☐ Not Applicable - No fill to be placed in wetlands
- ☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled Acres (Approximately 2.5 to 3.0 acres or less (1-1.2 Hectares))
- ☐ Individual Section 404 Permit required
- ☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
Indicate which GP or LOP required.
- ☐ Non-Reporting GP ☒ Provisional GP
- ☒ Provisional LOP ☐ Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

- ☐ Required
- ☐ Submitted on (Date)

Status of PCN
USACE has made the following determination on (Date)

Not applicable. No Section 10 Rivers do exist in the area.

USACE is in the process of review, anticipated date of determination is: (Date)

10) Identify wetland type(s) which will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

Wetland Type	Area of Wetland Type	Acres	Hectares
Meadow (M)	All sites	1.5-2.2	-
Shrub Scrub (SS)	300th St., 270th St.	0.5	-
Riparian Palustrine Emergent (RPE)	300th St. and 270th St.	0.1	-
Riparian Palestrine Forested EMergent (RPF)	300th St. and 270th St.	0.2	-

11) Wetland Mitigation

(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

- i) Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

Design and project siting evaluations involved a substantial amount of public coordination and geometric design evaluations to determine which intersections were most appropriate for grade separations. Because there were no extensive wetland or floodplain complexes, local road connectivity, emergency access, and environmental justice concerns were major factors in determining locations. Final design will review options to minimize wetland impact according to standard methods. When possible slopes will be steepened.

- ii) Indicate the total area of wetlands avoided

Less than or equal to 2 acres.

- b) Minimize the amount of wetlands affected

- i) Describe methods used to minimize the use of wetlands, such as a steepening of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.

Standard WisDOT/DNR protocol and all of the above descriptions will be used to minimize impacts to wetlands. The greatest impact savings will be dependant on final grades of the grade separation structures or interchanges at 300th Street/WIS 29 and County Highway G/WIS 29. The height will influence impacts the most. Fencing and slopes beyond the clear zone will determine the final fill amounts.

- ii) Indicate the total area of wetlands saved through minimization

ND -Will be determined during design phase. Acres
0 (Hectares)

- c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

- ☒ Yes
☐ No. Explain.

- d) Type and amount of compensation

- ☒ On-Site Replacement- Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.

Wetland type of on-site replacement

Suitability for on-site replacement of wet-meadow/shallow marsh and other required types will be investigated during the design phase when affected landowners are identified. If a willing landowner seller exists that has land directly contiguous or within 2.5 miles of the improvements, the opportunity for on-site mitigation will be investigated. Wetland types can not be proposed at this time, but it is expected that wet meadow and shallow marsh would be the primary type with additional shrub/wet woodland replacements as needed.

Total area of on-site replacement

Between 3.75 to 5.50 acres of mitigation may be necessary unless on-site mitigation reduces impacts to 1:1 replacement ratios. Acres
(Hectares)

- ☒ Near-Site or Off-site Replacement - Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement
See above

Total area of off-site replacement

Acres
(Hectares)

- ☐ No near or off-site replacement - Describe reasons no near or off-site opportunities were found.

Note: Presence of existing bank sites in STH 29 corridor may negate need for on-site mitigation if impacts can be reduced to a low manageable level.

- ☒ Wetland Mitigation Bank Site - A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Clark County or Three Lakes Wetland Mitigation Sites would be used dependant on types impacted.

Wetland type of bank-site replacement

It is believed all wetland replacement types needed for this project are represented at these sites.

Total area of bank-site replacement

Acres
(Hectares)

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.

The potential presence of mitigation sites was observed during the site review for this project based on local hydrology and presence of suitable soils. Because this is primarily a corridor preservation project and physical improvements will not occur for 10 to 15 years or more, the study did not perform a detailed wetland mitigation site search. The project will impact between 2.5 to 3 acres of wetlands and will therefore involve a nationwide/general permit. Additionally, the deferment of construction of actual interchanges will reduce the "near-future" wetland impacts to a negligible level. Therefore deferment of impacts to a wetland mitigation banksite is anticipated both for the low level of impacts and the presence of WisDOT banksites in the region. If deemed feasible and prudent, a conceptual wetland mitigation plan will be developed during final design.